

KING EDWARD VII.
CHOICE LIQUEUR
SCOTCH WHISKY
Per Dozen ... \$20.00
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Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX" PARIS 1904
The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability, are there-
fore CHEAPEST.
The Only Award Chicago, 1893.

No. 13,834 號肆十叁百捌千叁萬壹第 日捌十月陸年捌十二緒光 HONGKONG, TUESDAY, JULY 22ND, 1902. 式拜禮 號式十式月柒年貳零百九千壹英港香 PRICE, \$24 PER MONTH

SANDEMAN'S
AUSTRALIAN
CLARETS
AND
HOCKS
SOLE AGENTS—

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
[a1545]

JOHN WALKER & SONS'
KILMARNOCK WHISKY.

This World-renowned
Fine Old Malt Whisky,
Sole Shippers: CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a47]

CUTLER, PALMER & CO.'S
Price \$1.25 PER DOZEN
Net

Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a46]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS
8.35 p.m. to 9.00 p.m. Every 1 hour.
SUNDAYS
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901. [a992]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HONGKONG CYCLES"
and we also carry a large stock of every description
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Dismantling & Rebuilding.
MOKIDY & CO.,
45 & 47, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a996]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.50 per Cask of 37 1/2 lbs. net or Factory.
\$5.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1805]

HOTEL
THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-landing
from the City of Victoria.
A First-class Hotel with thirty-five very
Bedrooms.
Board and Residence.
By the day, From \$5 to \$7.00.
month, \$35 to \$110.00.
for Married Couple, \$150.00.
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thursdays Match Table).
Most perfect culinary arrangements.
Food both European and Eastern styles.
H. HUTTON-JONES,
Proprietor.
Hongkong, 25th November, 1901.

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.
SOLE AGENTS.

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1814.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.75 PER DOZ.
Distinguished by 4 Stars on the label.

C. P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

IMPERIAL BRAND
\$12 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.25 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

LANE, CRAWFORD & CO.
NEW GOODS.

BATHING DRESSES AND DRAWERS,
A.S.A. SWIMMING COSTUMES,
BATH ROBES,
BATH BLANKETS,
BATH TOWELS,
THIN TROPICAL BLANKETS,
&c., &c., &c.

LANE, CRAWFORD & CO. [a34]

JUST RECEIVED A NEW CONSIGNMENT OF
SPARKLING CHAMPAGNE CIDER

PER CASE OF 1 DOZEN QUARTS—\$7.50

DELICIOUS DRINK FOR THE HOT WEATHER.

Apply to—
G. GIRAULT.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS,
60 & 62, DES VŒUX ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, WH. SC., A.I.M.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS. [a2965]

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23 & 25, QUEEN'S ROAD.

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VOL. 1 AND VOL. 2—ENCYCLO-
PEDIA BRITANNICA, 10TH
EDITION, THE BOOK OF THE
SEASON, EACH VOLUME \$24.00

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Complete in 12 Parts, 50 Cents each.

GRAPHIC DEED OF KING EDWARD VII
30 Cents.

OUR KING AND QUEEN
Complete in 18 Parts, 50 Cents each.

30 Cents.
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ART JOURNAL ACADEMY PICTURES.

NEW STOCK AMERICAN MAKE
GENTLEMEN'S SHOES

EGYPTIAN CIGARETTES
INDIAN CIGARS

[a32]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

ALE, BEER AND STOUT IMPORTERS.

AGENTS FOR—
THE AQUARIUS COMPANY'S
TABLE WATERS. [a36]

15, Queen's Road,
Hongkong, 22nd July, 1902.

COTTAM & CO. JUST RECEIVED.

STRAW HATS (ALL SIZES).
SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES
FOR SUMMER WEAR. [a37]

THE SUN IS SHINING
AND
SALES ARE IN FULL SWING

FRUIT SYRUPS.
LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.
PERFUMERY. DISINFECTANTS.

SPONGES.
PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS, LIMITED. [a33]

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a]

CYGNITE.

A WHITE PAINT (REGISTERED), WHICH POSSESSES CERTAIN
ADVANTAGES OVER WHITE LEAD AND WHITE ZINC.

COLOUR—GOOD. COVERING CAPACITY—GREAT.
PRICE—MODERATE.

OBTAINABLE IN HONGKONG FROM THE SHIPCHANDLERS AND FROM
WILKINSON, HEYWOOD & CLARK, LTD.
DES VŒUX ROAD (GROUND FLOOR OF HONGKONG HOTEL).

MANUFACTURERS OF ALL SORTS OF PAINTS AND VARNISHES.
HEAD OFFICE—7, Caledonian Road, London.

FROM MAKER TO USER.

We beg to inform you that we have established a Retail Store for the sale of the

LATEST IMPROVED
SINGER SEWING MACHINES

AT No 3A, WYNDHAM STREET

and shall be pleased to serve you when you need a FIRST-CLASS SEWING MACHINE.

We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR
CLOTH OR LEATHER, Family or Manufacturers' uses.

We will employ a full Corps of Expert Operators, and Instruction will be GIVEN
FREE OF CHARGE.

Machines will be sold for Cash or on Monthly Payments, and we will take your
OLD MACHINE in part payment for a **NEW ONE.**

We will at all times be prepared to Rent Machines, and special attention will be given to
Repairing.

A full supply of Needles and Oil always on hand at low prices.

Permanency constitutes a strong safeguard to the purchaser of a **SINGER SEWING**
MACHINE and we are **IN CHINA TO STAY.**

PLEASE REMEMBER THAT THERE ARE NO GENUINE SINGER MACHINES
MADE IN GERMANY.

THE SINGER MANUFACTURING CO.
(OFFICES IN EVERY CITY IN THE WORLD.) [1907]

Hongkong, 22nd July, 1902.

PORTLAND CEMENT. **DAVID COESAR & SONS**
J. B. WHITE & BROS.
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents

SOLE AGENTS FOR HONGKONG—
ALEX. BOSS & CO. [1850] [a32]

Hongkong, 1st July, 1902.

MARTELL'S
BRANDIES

ARE KNOWN ALL OVER
THE WORLD.

SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGE MODERATE. [a43]

THE
PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TEAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a980]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the
Team Terminus.

Tel. 58.
For Terms, apply to the
HONGKONG, 2nd July, 1900. MANAGER. [a52]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate.
F. D. A. SILVA, Manager.
Hongkong, 23rd May, 1902. [a51]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GARDEN, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HONGKONG" [a1849]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (ss. HONGKONG), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA."
For Terms, apply to
[a1851] THE MANAGER.

VICTORIA HOTEL,
SHAMEN, CANTON.
BRITISH CONNEXION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a1897]

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SHERRY.

- Per Doz. Per Bot.
- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule... \$10.80 30.30
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule... 12.00 1.00
- C.C. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule... 14.40 1.20

- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 16.20 1.35
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule... 24.00 2.00

B, C, & CC are excellent Dinner Wines.
D and E are After-Dinner Wines of VERY FINE VINTAGE.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & CO., of London, Oporto and Xeres.

- Per Doz. Per Bot.
- LIGHT DRY... \$15.00 1.25
- SOLERA... 21.00 1.75
- VERY PALE DRY... 21.00 1.75
- FULL GOLDEN... 24.00 2.00
- PALE DRY NUTTY... 27.00 2.25
- FINE OLD BROWN... 36.00 3.00

MADEIRA.

- Per Doz. Per Bot.
- GOOD... \$15.00 1.25
- FINE... 24.00 2.00

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of *The Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C. 5th Ed.
Lieber's
P.O. Box, 33. Telephone No. 12

BIRTH.

On the 2nd July, at Amoy, the wife of Rev. A. J. HENDERSON, of the London Mission, of a son, ARTHUR GEORGE.

DEATHS.

On the 16th July, at Nagasaki, EDOGAH BUCHHEIM, aged 8 years.
On the 15th July, at Stoneville, West Gate, Shanghai, SARAH KERR, M.D., of Woman's International Missionary Society of America, aged 35 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd July, 1902.

AN esteemed correspondent, writing on the subject of China's currency and referring to the remarks in our article of yesterday advocating a gold currency, urges that this is just the very thing that China should not adopt. He admits that it would be beneficial to her so far as her imports from gold countries are concerned, but he thinks that, commercially speaking, her salvation must lie in developing her home industries and her exports, and a gold currency would rob her of the singularly favourable position she now enjoys in regard to these, owing to the fact of her being a silver country. He goes on to point out that her teas and other exports can be laid down cheaper than ever in consequence of the drop in exchange *vis-à-vis* Indian teas and other Eastern goods, while her home-made yarns enjoy a practical bounty as compared with Japan and Bombay yarns, and these arguments apply equally to all other industries China may choose to develop for the supply of goods which come from gold countries. Of course there is something to be said from this point of view, but we strongly doubt whether the advantages of a silver currency will in the end, even in China, outweigh the disadvantages. Most of China's imports are from gold-using countries and have to be paid for in gold, and the indemnity she has made herself liable for will have to be paid in gold. Her exports might readily have been increased long ago had the

Chinese had the enterprise to improve them, or the Government the foresight to reduce the taxation upon them. The tea trade has been killed in spite of the great advantage of the heavy and continuous fall in silver, because the producers would do nothing to improve the leaf, and the Government would not forego a *coat* of the taxation imposed upon it. It is equally doubtful whether they will avail themselves of the advantage which the possession of the raw material gives them to manufacture their own yarns. The Chinese are not wanting in enterprise, but the rapacity of their officials acts as a dead weight upon all enterprise in the nature of manufactures requiring large outlay. Even where industrial enterprises are started by Chinese there is a lack of organisation and a constant tendency to allow machinery to fall into disrepair that prevent any solid progress in this direction. We should be glad, all the same, to see a development of China's exports, and much might be done towards this end, even though a gold standard were adopted.

It may be taken as a hopeful sign of the times that Prince Su, Commandant of the Peking Gendarmerie and Commissioner of Roads in the Capital, is wiseful for the services of a legal adviser. A recent despatch to the *N.Y. Daily News* reported that a Mr. SHEN TIEN-SHOU, barrister-at-law, a native of Ningpo, who obtained his education and profession in Europe and has a large practice in the Straits Settlements, was in Peking, having been three times invited by telegram to join His Highness's service as legal adviser at a salary of eight hundred taels per month. It does not alter the case much that Mr. SHEN apparently is not enamoured of the offer, nor likely to accept it. We presume that the will must be accepted for the deed, and it is at any rate gratifying to find that the Celestial mind can even contemplate the employment of a legal agent trained in Western methods to facilitate the dealings of the authorities when they come into conflict with Foreign interests. The reasons given for Mr. SHEN's declination of the post indicate just where the Imperial proposal fails. In the first place, it is notorious that those in high place in China treat with galling contempt and as renegades their fellow-countrymen who have been abroad and have assimilated, more or less, Western ideas and training. Mr. SHEN could hardly be expected to be immune from such persecution. Again it is not surprising that a lawyer of his standing, "with a practice which brings him on an average three or four times the amount offered," should think twice before consenting to remain in Peking merely as a legal adviser with no power and without the *locus standi* that a Government legal adviser in any other civilised country usually enjoys. These objections would unfortunately apply to any native lawyer of European training who might be appointed. It behoves such an one therefore to see to it that his standing is made clear and indubitably secure beforehand. Only by having a strong, independent position can the holder of the appointment hope to be able to accomplish good. It will doubtless go against the grain of the central authorities to allow even the semblance of a devolution of power, such as is extended to legal advisers of other Governments, but now that the principle has been admitted by them it may be expected that they will make such a compromise as will render practical and useful the employment of a legal expert without any accompanying feeling that their dignity or prerogative has been impaired. Prince Su is to be commended for his proposition; we trust that such modifications as are necessary towards carrying it out successfully will be allowed without delay.

The German gunboat *Luchs* left the harbour for Swatow yesterday.

During the week ended 29th inst. there were 178 non-Chinese and 61 Chinese visitors to the City Hall Library.

Mr. Reginald Tower, H.B.M. Minister Plenipotentiary to the Court of Siam, left Bangkok on the 31st inst. by the *Singara*, en route for London.

We beg to acknowledge receipt of Mr. J. Cattan's letter with reference to the water-bat *Tubig*. The account of the vessel's voyage to the Philippines was taken from the *Manila Times*.

The water return which appears in another column shows that the three reservoirs are full, two of them overflowing. There is more than double the amount of water now than there was at the same time last year.

At the great review at Paris on the 14th inst., the National holiday, several hundred soldiers suffered from sunstroke.

Mr. Niner, chief officer of the British sailing vessel *Elizabeth Nicholson*, has died at the General Hospital, Shanghai, from cholera.

The *Bangkok Times* understands that Mr. W. A. Evans is to be Mr. Warrington Smyth's successor in the Siamese Legation in London.

A Berlin telegram of the 15th inst. states that nearly the whole German Press will in very sympathetic terms upon the appointment of Mr. Balfour as Premier.

A woman named MASHI KIKU, 27 years of age, a second-class passenger on the O.S.K. steamer *Tsichu Maru*, jumped overboard with a baby in her arms on the morning of the 5th inst., while the ship was on her way to Nagasaki from Kobe. Both were drowned, says the *Nagasaki Press*, for all efforts to rescue or recover the bodies were in vain. The reason for the suicide is unknown.

The prevalence of cholera in several places in Japan has caused the Home Department authorities to take precautionary measures for the prevention of the disease. On the 9th inst. instructions were issued to the Governors of various prefectures, except the Hokkaido, directing them to station health officials at the principal railway stations and to direct attention to the condition of passengers, but in such a manner as not to cause any inconveniences to the travelling public.

On the 7th inst., at Bangkok, a murder was committed, the victim being a boy of about twelve years old who is said to have been the central figure in a top-knot outlying economy. The reason of the murder is difficult to ascertain, but the boy's mother says he was stabbed in the neck and shoulders by several men who afterwards fled. The boy died almost immediately. She says that she called upon a police constable to arrest the murderers, but that he refused to interfere.

A very peculiar occurrence happened at Ningpo on the 6th inst. A native labourer engaged in the reconstruction of the Bund was taking down some scaffolding when he slipped to slip into the river. The unfortunate man was never seen again alive, for although a number of sampans at once put out to his assistance and dragged the river for quite a long while no trace of him could be discovered. Some hours afterwards a fisherman engaged in the pursuit of his craft felt his net very heavy, and thinking he had a big haul pulled the net in eagerly. As soon as he got it to the surface, however, he perceived to his horror that the meshes held, not as he had fondly hoped, a shoal of leaping silvery fish, but a grisly native corpse. The body was afterwards identified as that of the poor labourer who had been drowned earlier in the day. The necessary investigation having been held by the authorities, the body was handed over to the friends of the deceased, by whom it was buried.

TYPHOON WARNING.

Mr. W. A. Babco, U.S. Consul-General, sent us the following typhoon warning last night:—"Manila Observatory, 21st July, 7 p.m. Depression off the east of Luzon."

HEALTH OF HONGKONG.

During the week ended 19th July there were in the Colony 21 cases of plague (19 Chinese, 1 Indian and 1 European) and 20 deaths; 6 cases of cholera (1 European, 1 Japanese and 4 Chinese) and 5 deaths; 2 cases of enteric fever (1 European and 1 death).

During the 48 hours ended at noon yesterday 7 new cases of cholera; all Chinese and 6 fatal were reported.

MUSIC FOR THE PEOPLE.

The following is the programme of music to be played by the band of the 22nd Bombay Infantry, on the New Parade Ground, tomorrow, between 5 and 6.30 p.m.:

March "The Thunder" Souza
Overture "Bandita Strichs" Souza
Supper "Pleasant Old Peppercorn" Bouquet
Selection "The Bohemian Girl" Kappey
Song "Love's Old Sweet Song" Molloy
Selection "Little Christopher Columbus" Caryll
"God Save the King"

RUMOURD MISHAP TO THE "WINGANG."

A rumour got abroad in Hongkong yesterday, emanating from Chinese sources, that misfortune had overtaken the *Wingang*, of the Indo-China Steam Navigation Co. The vessel sailed from Hongkong for northern coast ports on Wednesday last. The rumour concerning her took various forms, one being that she had foundered in the typhoon, but that one most persistently repeated was that she had been in collision with the Chinese-owned steamer *Chiyuen* which runs out of Hongkong to Shanghai. As the cable communication with Swatow was interrupted, no news could be got from that quarter. The local agents, Messrs. Jardine, Matheson & Co., inform us that they have received absolutely no news of the rumoured disaster from their agents and they incline to the view that the whole story is a myth. Certainly the account that the *Wingang* collided with the *Chiyuen* near Shanghai on Saturday night is discounted by the news received in the Colony yesterday regarding the latter vessel's movements. The *Wingang* is an iron steamer of 2,339 registered tonnage and 1,677 net; she was built in 1883 by Messrs. Hall, Russell & Co., Aberdeen, and her dimensions are—length 200 feet, breadth 40 feet, depth 24 feet.

TELEGRAMS.

REUTER'S SERVICE.

London, 19th July.

ENGLAND AND CHINA.

The Marquess of Lansdowne speaking in the House of Lords, said that the British Government is prepared to hand over the Intramural portion of the Peking railway to China, but British financial interests must be safeguarded and communication between Peking and the sea secured. Great Britain was justly indignant with the Chinese, but she was never vindictive. He had received a proposal from the British commissioners at Shanghai, forshadowing an arrangement for giving greater scope to British commerce in the Far East.

THE ALLIANCE WITH JAPAN.

Regarding Lord Cranborne's reference to the alliance with Japan, the Marquess of Lansdowne made a statement similar to that by Mr. Balfour in the House of Commons.

THE ECLIPSE STAKES.

The following is the result of the race for the Eclipse Stakes run at Sandown yesterday:—
Duke of Devonshire's *Chieftain* ... 1
Col. McCalmont's *Bisling Glaze* ... 2
Sir J. Riddell Maule's *Royal Lancer* ... 3

BASUTO CHIEF IMPRISONED FOR TREASON.

The Basuto chief Joel has been sentenced to a year's imprisonment for high treason during the late war in South Africa.

THE CABINET.

It is understood that Mr. George Wyndham is definitely included in the Cabinet, continuing in office as Chief Secretary for Ireland.

A STATUE OF GORDON FOR KHARTOUM.

H.R.H. the Duke of Cambridge has unveiled a statue of General Gordon, which is shortly to be removed to Khartoum, and erected on the spot where the General fell.

THE CORONATION CONTINGENT AT MONTREAL.

The following paragraph relating to the Hongkong Coronation contingent is taken from the *Montreal Daily Star*:—

The people of Montreal may not be very demonstrative, but the heartiness of the unofficial welcome given by the tens of thousands to the Oriental Coronation contingent at their splendid exhibition of military evolutions on the Champ de Mars, on the route, marching to the baseball ground, at the ground, on the way to the "smoker" and at that entertainment, means much. It is the spontaneous greeting of Canadians to those of their own and of strange tongues, over the wide Pacific. It means that Canada clasp the worthy hand of the majestic Oriental and the white hand of the fellow-colonist, and recognise in each the hand of one who is prepared to draw the sword as it is in defence of the same old flag. We differ in language, customs, religion, but we are all Britons.

SHANGHAI ENGINEER DROWNED AT SEA.

Intelligence has been received at Shanghai says the *Times*, of the tragic death of a well-known engineer, Mr. T. E. Robson, who was drowned at sea about 150 miles north of Shanghai on the 3rd inst. The deceased gentleman was engaged as chief engineer on board a tug-boat called the *Buzzard* lately built by Messrs. Farman Boyd and Co. for the Germans at Tientsin, and was assisting to take the little ship to her destination when the fatal accident happened. It appears that Mr. Robson was on deck at about 3 o'clock in the afternoon of the day in question, when by some unexplained misadventure, he contrived to fall overboard. The captain, who was on the bridge at the moment, succeeded with the help of a native sailor in getting Mr. Robson back on board, but although every means was tried of restoring animation, life proved to be extinct. There was a wound on the side of the head which it is surmised was caused by the vessel's propeller. In consequence of the heat of the weather, the distance the *Buzzard* was away from the land, and the absence of facilities for providing a proper coffin, the body of the unfortunate man had to be re-committed the deep from which it had been vainly rescued. The touching little ceremony was carried out with all possible respect and reverence, after which the *Buzzard* proceeded easily to her destination. The deceased gentleman was well-known and thoroughly liked at every port in the Far East. He was formerly chief engineer of the *Smith* and more recently held a berth in one of the Indo-China steamers.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Sachsen* left Shanghai on the 19th inst. at 11 a.m., and is expected here to-day at daylight.

The Imperial German mail steamer *Bayern*, carrying the German mails with dates from Berlin of the 24th inst., left Singapore on the 18th inst. at 6 p.m., and is expected here tomorrow at 6 a.m.

The M.M. steamer *Polignac*, with the next French mail, left Singapore yesterday, at 5 p.m., for the port via Saigon.

The "Barber" Line steamer *Hilgert*, from New York and Straits, left Manila on the 19th inst. and is expected to arrive here to-day.

The N.Y.K. steamer *Kurewa Maru* (Australia Line) left Manila for this port on the 20th inst. and is expected to arrive here tomorrow.

The P. & O. steamer *Canton* left Singapore for this port on the 19th inst. at 4 p.m.

The C.P.R. steamer *Express* of Japan arrived at Nagasaki at 9.30 a.m. on the 19th inst., and left again at 2 p.m., en route for Kobe, where she is due to arrive at 10 p.m. to-day.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday in the Council Chamber.

MR. EXCELLENCE, MR. OFFICER ADMIRALTY, MR. TESSIER, MR. MAJOR GENERAL SIR W. GILCHRIST, K.C.M.G. (Commanding the Troops).

Hon. F. H. MAY (Colonial Secretary).

Hon. Sir HENRY SPENCER BARKLEY, Kt. (Attorney-General).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. Commander R. M. RUSSELL, R.N. (Harbour Master).

Hon. Dr. P. W. CLARK (Medical Officer of Health).

Hon. Dr. Ho Kai.

Hon. W. A. YUE.

Hon. C. S. SHARP.

Hon. C. W. DICKSON.

Hon. G. W. F. PLATT.

Mr. R. P. JOHNSON (Acting Clerk of Council).

NEW MEMBER.

Dr. Francis W. Clark took the oath and was admitted a member of the Council.

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Mr. R. P. JOHNSON (Acting Clerk of Council).

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THE CORONATION.

to clause 30 that "all accounts for water supplied in excess to be paid within 30 days." He drew attention to the delay which occurred in settling the accounts and said he saw no reason why a Government Department selling water should be in any different position from a company selling gas or electricity. He believed that the Gas Co. had more meters to attend to than the Government Department, yet they could regularly send out their accounts within 15 days; there was no reason why a Government Department should not do so within 30 days, whereas the F. & W. D. regularly took three months and the accounts had been known to be four and a half months late.

THE CHAIRMAN stated that the complaint would be attended to.

THE ATTORNEY-GENERAL presumed that now that publicity had been given to the matter, the amendment would not be proposed.

Hon. G. W. F. PLATT expressed himself as satisfied and withdrew the suggested amendment.

This Bill was left in the committee stage till next meeting, at the request of the Hon. Dr. Ho Kai.

The Council then adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, the Colonial Secretary (Hon. F. H. May, M.C.) presiding.

The Officer Administering the Government recommended the Council to vote a sum of \$125.61 to meet during the current year, the pay of a Chinese laboratory attendant and a cook for the Bacteriological Department.

Pay for a Chinese laboratory attendant from 10th July to 31st December, 1902, at the rate of \$15 per annum... \$85.04

Pay for a cook for the Bacteriological Department (the same period) at the rate of \$7 per annum... 39.57

Total... \$125.61

The CHAIRMAN—This officer only arrived this year, and consequently no provision was made in the Estimates for the necessary assistants in his department; this vote is to meet the necessary expenses.

The vote was agreed to.

THE "PARISHAN."

The Officer Administering the Government recommended the Council to vote a sum of \$550.00 to meet the estimated costs to be incurred for the hire of two boats and cost of lamp oil, to be used in the work of the *s.s. Pakeh*, from 3rd June to 31st August, 1902.

July and August... \$372.00

Hire of two boats... 7.20

Oil... 379.80

THE KING'S PARK.

OPENING DAY—WEDNESDAY, 30TH INST.

At eleven o'clock yesterday forenoon a deputation waited upon Major-General Sir W. J. Gascoigne, K.C.M.G., and presented a petition from the community asking His Excellency to fix a date for the opening of the first sod of the King's Park at Kowloon. The Hon. C.S. Sharp headed the deputation, which consisted of the Hon. C. W. Dickinson, G. W. F. Playfair, and Messrs. A. Y. K. and Messrs. E. A. Hewitt, D. E. Brown, W. Poole, D. M. Moes, G. Stewart, H. N. Mody, J. R. M. Smith, and A. H. Shelton. The Hon. F. H. May, C.M.G., Colonial Secretary, was also present.

Addressing His Excellency, who presided, the Hon. C.S. SHARP said—Your Excellency, circumstances still fresh in the minds of all having unhappily necessitated the postponement of the Coronation of Their Majesties, The King and Queen, some of the various public ceremonies arranged to form the local celebration of that auspicious event had to be put off in sympathy with the public feeling of concern and regret for the alarming cause of this postponement. As the cause for our concern and anxiety has now been most happily removed through the welcome intelligence of the providential recovery of His Majesty, it has been felt that the celebration of some of the items arranged for might now be fittingly proceeded with, and a very general desire has been expressed on the part of the community that the initial ceremony connected with the public dedication of the King's Park should be performed at an early date as possible. It has further been strongly felt that it would be peculiarly gratifying to the public that that ceremony should be performed by Your Excellency, who all along have taken such an earnest and warm interest in promoting the scheme, and to whose public-spirited efforts and assistance the acquisition of this valuable addition to the amenities of the Colony is so very largely, if not entirely, due. This desire on the part of the community has been expressed in a letter, to which a large number of signatures have been appended, and accordingly we have formed ourselves into a deputation, purely unofficial, and representing the signatories of the letter and public, to wait upon you for the purpose of presenting this to Your Excellency, for having so kindly consented to receive us, and we sincerely trust that it may be possible for you to see your way to gratify this generally-expressed desire that you perform the ceremony referred to. With Your Excellency's permission I will now read the letter.

To H.E. Major-General Sir WILLIAM J. GASCOIGNE, K.C.M.G., Officer Administering the Government, Hongkong.

Sir,—Since the unfortunate circumstances have taken place which necessitated the temporary postponement of the celebration which the residents in this Colony had intended holding in honour of the Coronation of Their Majesties the King and Queen, news has been received of the great improvement in His Majesty's health.

We understand that by the direct wish of His Majesty certain of the proposed celebrations in honour of the Coronation have been held in Great Britain and elsewhere, in spite of the fact that the Coronation has not yet taken place.

We would beg to respectfully remind Your Excellency that one of the most important, if not the most important, items of our proposed programme was the laying of the first sod of the "King's Park," a work which, when completed, would prove of great and lasting benefit to the Colony at large.

Knowing as we do that Your Excellency has been directly instrumental in securing for Hongkong this valuable concession, we are also aware that the wish has been very generally expressed that Your Excellency should carry to a conclusion the good work with which you have been so closely identified.

We therefore venture to express the hope that Your Excellency may be willing to arrange at an early date for the turning of the first sod of the Park, this setting your seal upon a public work, which, while not only benefiting the residents of Hongkong will also be a standing monument to the kindly interest which Your Excellency has always displayed in promoting the welfare of the Colony.

We would beg to point out that in making this request we are not asking Your Excellency to go behind what had already been decided upon before the sad news of His Majesty's sickness reached us. We are aware that a good many details still remain to be settled and other arrangements made before any progress can be made with the laying out of the Park.

Trusting that Your Excellency may be good enough to give a favourable consideration to our request, we have the honour to remain, Sir, Your Excellency's humble and obedient servants.

[About 250 signatures are appended to the requisition.]

In reply, His EXCELLENCY said—Mr. Sharp and gentlemen, believe me, you have paid me the very highest compliment that could possibly be paid to me, and I appreciate it more than really I can find words to tell you. I recognise fully the kind intention you had in presenting me in this manner. You felt, and felt most truly, that I had an immense interest in this park, but believe me, that interest would have been equally the same even had you not paid me this extraordinarily high compliment, which, as I say, I can never sufficiently express my gratitude for. I have a very great interest in this park, gentlemen, as you are aware. A length of time ago, when the scheme was proposed to me in my capacity as General Officer Commanding, at that time I had different views; I thought I saw a way of utilising this ground as an accessory for the troops. At that time, I do not mind saying, I had not realised as I do now the enormous progress and prosperity that there is, I believe, in front of us both here in Hongkong and over in Kowloon, and I looked upon the park with an eye, a rather cynical eye for the military, possibly because I did not then attach so much importance as I do now to the whole community of Hongkong. Gentlemen, I may say also that the fact of my having the good fortune to act in the double capacity of Officer Administering the Government as well as in my regular capacity of General Officer Commanding the Troops, has been of enormous benefit to me, and I hope, gentlemen, indirectly to the whole community of Hongkong. For this reason, I am bound to say that my acting in this double capacity has broadened my views most materially, and has made me see things in a very much more liberal spirit as regards the whole community than I was disposed to do when I first came. I think we soldiers and sailors, for I speak for both, are sometimes too prone to think that our interests are paramount. You perhaps will not blame us for thinking so. Perhaps also you yourselves, representing the commercial interests of Hongkong, may be disposed at times to think that your interests are equally paramount. Well, the fact of the matter is, we both depend upon the other. Without the spread and prosperity in commerce, the army and navy would not

exist; there is no question about that. Again, in order to ensure the safeguarding of commerce the army and navy are necessary; therefore each is dependent upon the other, but undoubtedly the army and navy count second, for without great commercial prosperity, I again repeat, the army and navy would cease to exist. All this I have learned very much since I came into my dual capacity of Officer Administering the Government as well as Commanding the Troops, and I have also seen in Hongkong such a liberal spirit that I am perfectly confident there is no one here, and indeed no one in the whole community, who would not desire to see our soldiers and sailors properly housed and cared for. Having seen that spirit, I can answer for myself again that so long as I am here I shall take care that nothing military shall be allowed in any way to interfere with any expansion of commerce in any sort of way. (Applause.)

I recognise the enormous interests of commerce, and if there is any ground in any part of the Colony which might be more valuable for commercial purposes than for military, I would, if I could in any way, waive the military interests. Of course, if it was necessary for purposes of defence, you would be the first to encourage me to stick to it, but if I could in any way waive the military interests, believe me I should do so, and I say in the presence of the Colonial Secretary that so long as he and I are working together I am perfectly certain that your interests, he having the same liberal views that I share with him, I am perfectly certain that the interests of the community, both civil and military, will never suffer. (Applause.) I mention all this, gentlemen, because it all comes back to the park, to a certain extent. Considerable difficulties will have to be overcome—I think that practically they are overcome—but in this report you have read out to me—and I am glad to see it—your recognition that the opening of the park does not mean that all at once you will find the park ready made. There are still considerable arrangements to be made, these are things to be found elsewhere, and there are a great number of things on account of which I confess, had I foreseen the difficulties beforehand, I think I should have hesitated about bringing about the opening of this park. But I feel that all these matters are simply matters of arrangement, and, as I have said previously, with Mr. May to act with me on your behalf, and with the views I hold in my double capacity—with the experience I have learned in my double capacity—I have no doubt whatever that these things will be got over in time. Now, gentlemen, I again repeat, you have paid me the very highest compliment you could, and one which I shall never forget. I recognise that you want me most kindly to be associated with this park, and I accept your offer with the utmost gratitude. (Applause.) And now the only thing for us to do is to settle a date, and you may have my services for any day you would like to have. What I had proposed to do was this. We have not actually received any official intimation that the 9th of August will be the Coronation day except by Reuter, but I fancy that will be the date. We have received so far an official telegram about the Colonial troops, asking whether they would be allowed to stay longer, which would plainly show that there is an intention of holding some Coronation ceremony, and therefore I think we may take it for granted that the 9th will be the date. If that were so, I had thought, my wife and I, that it would be very pleasant indeed if we could have a torchlight procession at the Government House, with music bands playing, and as we had looked forward to it at the original date of the Coronation, and as that would take place on the Saturday evening I would almost prefer, subject to your approval, that you did not take that day for the opening of the park. I would prefer also that it should not take place on either of the next two Thursdays. This first Thursday I have to open a military cemetery in the Happy Valley, and next Thursday I am told there is a gymnastic being arranged for some of the regiments in the place. Therefore, except those days I have mentioned, I am at your disposal any other day you like to name for this ceremony, which I shall perform with the greatest pleasure and which I shall consider a great honour. (Applause.)

Hon. C. S. SHARP—I am sure it has given us great pleasure indeed to listen to your Excellency's words, and also to receive your kind permission. I have been consulting a number of members of the deputation—I have seen most of them—and I would suggest Wednesday week, some time in the evening.

His EXCELLENCY—At what hour, do you think?

Hon. C. S. SHARP—I think five or half-past five.

Hon. G. W. F. PLAYFAIR—Half-past five, His EXCELLENCY—Then say we settle upon Wednesday, the 30th, at half-past five, supposing, however, we had rain that day, which I trust will not be the case, what should we do?

Hon. G. W. F. PLAYFAIR—Have the following Saturday, then.

His EXCELLENCY—We might almost put that in the notice—that in case the ceremony had to be postponed it would take place on the same hour on the following Saturday.

This having been agreed to, His EXCELLENCY brought the proceedings to a close by saying—Thank you with my whole heart for having come forward in this way. Believe me, I shall never forget it.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST JULY.			
LEVEL.	1901.	1902.	
Below overflow. Above overflow.			
Tytam	27 ft. 1½ in.	0 ft. 2½ in.	Level.
Pokfulam	10 ft. 7 in.	0 ft. 0 in.	
Wongshaleong	44 ft. 10 in.	1 ft. 9 in.	STORAGE GALLONS.
	1901.	1902.	
Tytam	189,590,000	384,800,000	
Pokfulam	43,040,000	88,000,000	
Wongshaleong	23,000	32,595,000	
Total	233,630,000	485,395,000	
CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JUNE.			
	1901.	1902.	
Consumption	111,119,000	111,381,000	gallons
Estimated population	212,500	214,300	
Consumption per head per day	174	173	
CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JUNE.			
	1901.	1902.	
Consumption	11,911,000	15,757,000	gallons
Estimated population	29,400	56,500	
Consumption per head per day	135	92	gallons
The Government Analyst reports that the water is of excellent quality.			
W. CHATMAN, Water Authority.			

FOOCHOW.

The following items are from the Foochow Echo of the 12th July.

The Commissioner of Customs issued the following notification on Saturday, the 5th inst., at 4.45 p.m.—I have received telegraphic information from the Inspector-General of Customs to the effect that a specific duty on tea has been fixed at the rate of Hk. Tls. 12.50 per picul. The new rate will be put in force from Monday, 7th July.

With a 6 per cent. ad valorem duty there was a glimmering of hope that we might see a resuscitation of the Foochow tea trade; now there is nothing in view to stay its continued downward tendency.

We are informed that there is a French doctor in the city who undertakes the cure of plague cases. He is a Monsieur Roffandis, and having been introduced to the Viceroy, His Excellency, too glad to give him the chance of staying, the doctor has given him premises close to the White Pagoda to use as a hospital. His difficulty so far was to find a place to get infected people to go to him, but that will not doubt be overcome in time, particularly if his success continues. Out of ten cases treated by him he has cured seven; with the other three he had little chance as they were sent to him too late. This is a sufficiently good advertisement and should lead to a gradual increase of his practice.

There must have been a pretty considerable storage of electricity in the neighbourhood of the cable station, for on the 5th inst. five such thunderstorms burst upon the afternoon of the 4th, 5th, 6th, 7th, and 8th instants. The first four may be described as terrific; the onrush of thunder was appalling, and in each case they lasted between two and three hours. There were the usual squalls and accompanying torrents of rain. It is owing to this latter no doubt, that we hear of so little damage having been done. On Sunday, the 6th, a cargo-boat was struck; the electric fluid ran down the galvanised iron stays of the mast and attracted by the metal heads outside the boat forced itself into the house and carried with it large splinters of wood which surrounded the nails, and then not finding a ready exit made one for itself in the boat's side forward, close to the water's edge. The mast was uninjured. During the storm on the following afternoon, the 7th, the lightning entered Mr. Phillips's house and away the bell touched in every room, wrenching away at the same time the surrounding brick work. This of course was dreadfully alarming to Mrs. Phillips, who was alone in the house. Beyond this, we only hear of the telephone being cut or the offices having been attacked and injured to the accompaniment of an uneasy buzzing and crackling. The best that can be said of these storms, after depriving us of our outdoor recreation for five consecutive evenings, is that they have cleared the air and left behind them fine bright seasonable weather.

PEKING.

Peking, 9th July.

THE RESTORATION OF TIENTSIN.

Chen's proposals to occupy his time while waiting for the provisional government to be given over in digging a well in the Hatomen for the benefit of the people. He is en route to Shanlung, where he is governor, but is making his good offices for the benefit of Yuan Shikai and proposes to remain here until the Viceroy comes into possession of his own at Tientsin. He will have plenty of time to dig the well if he begins it now, because the Ministers and Commanders at Tientsin would rather take a summer vacation than settle their differences.

"We do not want to have anything interfere with our dinner parties," said one minister. And so the solution hangs fire. The Commanders will doubtless have to modify their military conditions, as though entitled to exercise their judgment in this matter the Ministers oppose and they will also have to forego ministerial approval of the fifteen or twenty franchises which the President of the Provisional Government has granted to the governors of Tientsin, Chihli and China, we all know—but it looks bad, boys, it looks bad.

CONCERNING RELIGIOUS AFFAIRS.

Mr. Timothy Richard has aroused the ire of missionaries by being called "General Manager of things connected with the Protestant Church in China" by the Chinese. They have no objection to his being called wise and good, but they think he is responsible for such a grave mistake and that it is up to him to correct the error of the Wai Wai Pa in this respect and to apologise to the various missions. The Chinese official has the greatest weakness for regulating things and the genus Wai Wai Pa has spent days recently never finishing under a temperature of 112 deg. Fahrenheit in the dog-house where the Taungli Yamen used to be, toiling away on Regulations to prevent converts and missionaries from entering Chinese officials of the Dragon Throne. Bishop Favier has been consulted in this matter and a special edict moves Dr. Timothy Richard as one specially qualified to see it through.

This is regarded here as a great honour to him, the only detraction being the error referred to above which is looked at seriously, to say the least, by the missionaries.

CHOLERA.

Cholera of a relentless kind is all about. When it appeared here requests for remedies came in from a place twenty-five or thirty miles west of Peking, in the hills. It is now hopping about in the city; some say it is abating, some increasing. It is not too much to say, that hundreds are dying daily from the dread disease, while in the mountain cities, Peking, Tungchow and elsewhere a proportionate mortality exists.

THE NEW CITY GATE.

The water-gate, now completed by the Royal Engineer, has been formally turned over to the Germans and Americans who will jointly or alternately guard it, relieving the Chinese railway police of this duty. The Germans have put an iron picket fence on top of it to cut off their section of the wall reaching east to the Hutamen.

THE AMERICAN TARIFF COMMISSIONERS.

General Sharretts, the American tariff specialist, is here. You have seen him in Shanghai. There are probably more tariff experts in America than in any place else in the world. Tariff has been the inspiration and intuition of millions of Americans. They are bred and brought up on it and have been for thirty years. When you find an American who knows the tariff business he generally knows a good deal. This is probably true of General Sharretts for it ought to be. He will call on Prince Ching and having attained thereby all that is worth living for he will go unostentatiously back to America and his tariff work will be forgotten. General Sharretts is far too modest, otherwise he might be a successful politician.

MORE TROUBLE IN MONGOLIA.

There are more rumours of trouble with bandits in Eastern Mongolia. General Ma Yankun was supposed to have bought them off, paid the insurance to safeguard his soldiers and settled things as long as he might remain there. But there must have been a score loose somewhere. Mercury.

NORTHERN NOTES.

The following items are from the P. and T. Times of the 12th inst.—

The Russian Consul yesterday had letters from St. Petersburg overlaid 19 days after date, and the Chartered Bank had a London mail date June 13th by the same route. This means a 28 day journey from West to East. We are informed that the mail leaves the Russian capital twice a week, on Mondays (Tuesdays) and Fridays.

A private note from Peking on Monday last states that the thermometer registered 107 in the shade all day, and was 97 at 9 p.m. The heat was said to have been general all over the province; at Peking on Tuesday it was 95; this, though a very high register for our watering place, is still 18 degrees less than torrid Tientsin on the same day.

An esteemed correspondent who has recently been travelling in Western Shantung tells us that the Government has put a very heavy tax on the opium growing this year, and a tax moreover, which is to be annually collected for five years, whether the victims continue to grow the poppy or not. "This may be a mere fiscal severity or a deterrent inspired by moral considerations, but we should think in either case it would tend to repress the expansion of opium farming."

A survey of the Bar at Taku by H.M.S. Rambler is proceeding expeditiously. We had the pleasure this week of seeing the results of the survey up to date, as tabulated on a rough sheet. Nothing new or unexpected has been discovered. The bar is submerged and is not pierced by a channel, but this was known before. There is as yet no evidence of the traditional deep water approach to the North port from the North-East, but the ship's investigations have not yet extended in that direction. It was understood that applications for a survey were made to other Admirals, but nothing has been done by them. We think we are right in asserting that the British Admiralty alone keeps properly appointed well-found surveying vessels in the China Seas, though excellent work of course is done by surveying officers on board of ordinary vessels.

THE MCAULIFFE-RYAN MATCH.

This event, the greatest that has ever taken place in the boxing world of the Far East, came off in Gordon Hall, Tientsin, before a crowded and appreciative audience of enthusiasts. One would require the pen of a George Barrow, to do justice to the Homeric struggle between two such doughty champions of the modern caesus. No one who has ever read *Lancelotti* can forget the passage where the pious evangelist breaks forth into his rhapsody over the bruisers of England. McAuliffe came up here in the exercise of his profession as a tutor in athletics with the hope of securing a corner with the champion of the meeting, Corporal Nicholson of the Royal Welsh, but circumstances intervened, and when he received a challenge from Private Ryan of the 9th U.S. Infantry he willingly accepted it, though the conditions of weight and age were much against the wisdom of his policy. The patrons of the noble art of self-defence, under the auspices of the Tientsin Club, subscribed a purse of \$2,000, to be divided between winner and loser in the ratio of 3 to 1, and this with the "gate," which went entirely to the professional, made it worth the while of both men to put themselves in training for a really serious struggle.

We do not propose to deal with the contest in detail, the less so as our daily contemporary has done some justice to so rare an event. McAuliffe seemed generally to be very careful in protecting his heart, but by elevating one shoulder he also seemed to lay himself open to what is known among the cult as half-hook blows or severe slinging blows on the side of the head. Early in the contest the shortness of reach of the older man showed that he was under a heavy handicap; Ryan on the other hand very early in the game began to get in swinging blows in the neighbourhood of the ear, to which his opponent quickly reacted. In the second and third bouts this type of blow showed cumulative effect. In the fourth round the professional seemed for a while to have the best of it, and floored his man, but he failed to follow up his advantage. The following rounds saw things entirely reversed, and but for the merest chance in the calling of time, the match would have been decided in the eighth round, by a huge lunge from the American which completely placed the Irishman hors de combat. This was virtually the end of the struggle, for though the match went on to another round before the coup de grace was given, it was clearly seen that McAuliffe was dazed and not altogether himself. He showed splendid courage and dogged steadfastness, but that was all. He had to take very severe punishment, and did so with a cool determination which was half pathetic.

There was great excitement during the contest and visitors from Peking were highly jubilant over the issue, which was really never in any doubt. The evening's entertainment was supplemented with some interesting boxing contests between soldier amateurs. There was an exhibition box between Privates Watkins and Morris, and a six-round spar between Stock of Peking and Giles of Tientsin, in which the latter was easily disposed of. Finally in an eight-round contest, Waters defeated Dean on points.

The whole entertainment was under the strictest rule and discipline, and the disagreeable feature of this kind of thing, namely, the conduct with the "King," were in complete abeyance. The whole thing was admirably managed and the issue decided under the Queensberry Rules.—P. and T. Times.

ANDREW CARNEGIE AND THE PHILIPPINES.

In the current number of the *Monthly Bulletin*, New York, Mr. Geo. F. Seward, president of the Fidelity and Casualty Co., tells the following strange story of Mr. Carnegie's attempt to buy independence for the Philippines—"There is a man in our nation distinguished for his marvellous success and for his wonderful love of wealth. This man went to Mr. McKinley when the Spanish treaty was pending and said to him that America was in the face of war with the Philippine Islands, that our people and the Filipinos would soon be killing one another, and he asked to be sent to Manila with the fullest authority and declare that America desired good things for the little brown men and would soon recognise their independence. This man said to Mr. McKinley further that he had the matter so much at heart that if sent on such mission he would himself pay the twenty million dollars called for by the treaty."

The publication of Mr. Seward's statement giving, as it does, the details of an interesting chapter of unwritten history, naturally created much interest throughout the country. The New York Tribune recognising, of course, that Mr. Carnegie was the man referred to, called that gentleman at London. In reply there came the following despatch: "London, May 15. To the World, New York: Seward's statement quite true. I would gladly pay twenty millions to-day to restore our republic to its principles. Andrew Carnegie."

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Hongkong, 6th May, 1902.

MINERALS IN JAPAN.

U.S. Consul-General E. C. Bellows, of Yokohama, in course of a report to Washington, has the following notes on the mineral products of Japan:—

It is not generally known that Japan is rich in any minerals except copper, coal, and iron; yet she has furnished a considerable proportion of the world supply of the precious metals. The amount of gold seems small in comparison with the output of what are known as the gold-producing countries, and yet Japan was one of the countries whose fabulous wealth aroused the cupidity of Western nations in the time of Columbus, and Mr. Watanabe, a Japanese mining engineer, is authority for the statement that during more than 160 years previous to 1770 Japan annually exported 1,000 pounds avoirdupois of gold and an equal value of silver. The country is now producing one and one-third times as much as the exports of the period referred to, although the mines, with one exception, are still worked by the wasteful system of a century ago, and Mr. Watanabe thinks that by employing proper methods there should be a difficulty in placing Japan among the gold-producing countries. He says:—"Gold veins are very well distributed throughout the country. From Hokkaido, in the north to the farthest end of Kiushiu in the south. Comparing the areas of other gold-producing countries with that of Japan, and computing the amount of the subterranean treasure from the respective areas, this country must be called an excellent goldfield." Some new mines, recently discovered in Kiushiu, are said to be very extensive.

The value of the coal mined in Japan is almost equal to that of all other minerals combined. It is found in many regions, but the most important mines are in Hokkaido, the most northerly of the large islands, and several adjacent islets. It varies from the hardest anthracite to peat, but the quality is usually inferior to that of American coal. Modern machinery and methods have been introduced in the operation of many mines. Borings for petroleum are an industry of very recent date in Japan, and lack of experience and imperfect machinery have hitherto interfered seriously with its success. Iron mines, believed to be very rich, exist in the principal island of the Empire, but they are still very imperfectly developed owing to the lack of capital and experience.

Copper, which was freely used in the arts of old Japan, has been mined in the country for very early times, and in the seventeenth century, when the trade with Holland increased so much that the supply of gold and silver was no longer adequate to settle the balance of trade, copper was substituted and gladly received by the Dutch trader, who carried away from 7.0 to 1,200 tons of copper annually. It still forms an important article of export, and the investment of capital in modern appliances results in more than doubling the value of the exports of copper from 1890 to 1900, again illustrating the superior efficiency of machinery as compared with cheap labour. The mines at Ashio, about 100 miles from Tokyo, are among the oldest in the country, and in 1885, under the primitive methods then used, yielded 3,000 tons of copper per year. They are still worked, and have lately occasioned much difficulty by reason of poisonous fumes rising from smelters and the overflow of the drainage. Large tracts of farm land have been rendered unfit for tillage or habitation by this poisonous refuse; but, so far, the earnest appeals of the sufferers have fallen upon un sympathetic ears.

POPULATION OF CHINA.

Acting on the instructions of the Board of Revenue—the various provincial authorities throughout the Empire have just completed a census of China. The results shown are as follows:—

Province	Population
Chihli	20,937,000
Shantung	38,247,000
Shansi	12,200,456
Honan	35,316,522
Kiangnan	38,672,314
Anhui	19,990,235
Kiangsi	20,532,125
Chekiang	11,580,192
Fukien	23,875,540
Hupoh	35,280,087
Hunan	22,169,678
Kansu	10,385,376
Shensi	8,450,132
Szechuen	28,724,530
Kwangtung	31,885,251
Kwangsi	5,142,230
Yunnan	12,731,574
Mongolia	2,540,000
Tibet	6,430,020
Chinese Turkestan	1,200,000
Total	417,947,325

This census does not include the population of Manchuria or the Three Eastern Provinces, which, if added, will swell the total by another 8,500,000 making a grand total of 426,447,325 approximately.

CUSTOMS CRUSADE AGAINST COMRADES.

The hearing was resumed on the 10th inst. in the Kobe Tribunal, before Judge Yoshida, of the charge of breaking the Customs Law, preferred against Mr. W. Waggott, an employee of Mr. H. Julien, ship-chandler of Sakayemachi, Kobe.

Kanagoto Saji, an employee of Messrs. Dick, Bruhn & Co., was examined as a witness. He stated that the defendant boarded the *Indrauma* inside the harbour limits after the steamer had rounded Wada Point.

Judge Yoshida here remarked that what the witness had just stated did not agree with the statement made by him to the Prosecutor and also at the Customs-house. Witness had then stated that defendant had boarded the steamer two or three days south-east of Wada Point. The Judge warned the witness to be careful in his replies, and that if he told untruths he would be punished.

Witness said he did not well remember the circumstances, as a long time had elapsed. After pausing a while, witness said defendant had boarded the steamer two or three days south-east of Wada Point, when the steamer had weighed anchor, and was ready to start after the quarantine inclosure.

The Judge asked if the vessel was not outside the harbour limit when defendant boarded her. Witness replied in the affirmative.

Defendant was next examined, and in reply to the Judge stated that he had been engaged at Kobe in his present business for nine years. He came to Japan in 1870. His employer here is known as ship-chandler.

Prosecutor Nagano asked if defendant knew of the existence of a mark at Wada defining the limit of the harbour, and the defendant replied in the negative. In answer to a further question, defendant replied that he had never seen the Harbour Regulations for open ports, or those for the control of ship-chandlers, and in answer to the Judge, defendant repeated that he was unaware of the matter of such regulations.

The Prosecutor then addressed the Court and stated that it was clear from evidence adduced that the defendant had boarded the steamer *Indrauma*. In evidence defendant had said he did not know that the place where he boarded the steamer was outside the harbour limits. This could not be accepted, because a man who had been engaged in the ship-chandler's business for nine years must know the boundary of the harbour limits, or at least he ought to know. Defendant had declared that he was unaware of the boundary in order to obtain money from the Court. It was impossible for him not to see the mark of the boundary-line, which was prominently placed. The Prosecutor recommended that defendant be dealt with in accordance with Articles 28 and 81 of the Customs Law.

Defendant replied that he was not the only man who boarded the steamer there, nor did he yield it to sell provisions, but had merely paid the steamer a visit. He did not know that the place where he boarded was outside the harbour limit, and on these grounds he asked for an acquittal.

The Judge imposed on defendant a fine of 5 yen, in accordance with Articles 28 and 81 of the Customs Law.—Kobe Chronicle.

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NOTICES OF FIRMS.

NOTICE.

MR. MOLADENA HAJEE PEER-
MAHOMED being about to leave for
Bombay, Mr. HAJEE JOSEPH ABHA
assumes Charge of our Business from this date,
and is authorised to sign the Firm.
HAJEE ADUM ESMAIL & CO.
Hongkong, 14th July, 1902. [1924]

NOTICE.

FROM this date Mr. JOSEPH HAJEE
NOORUDIN, alias LAU-LAIPOO,
CRASSED to be the Commission Agent to my Firm,
Mr. LO CHUP LUK has from this date
been appointed COMPRODOR to my Firm
and is responsible for all future dealings.
MAHOMED HAJEE ESMAIL & CO.
Hongkong, 15th July, 1902. [1927]

NOTICE.

THE PARTNERSHIP between the under-
signed was dissolved by Mutual Consent
on the 12th July, 1902.

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The Underigned have been appointed
AGENTS for this Company in Canton.
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AUCTIONS

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THE Underigned have received instructions
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The Whole of his

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BRASS BEDSTEPS with WIRE and
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On View from Saturday, the 19th inst.
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Hongkong, 15th July, 1902. [1936]

PUBLIC AUCTION.

THE Underigned have received instructions
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TELEPHONE, 232.
Hongkong, 21st June, 1901. [1237]

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MOUNTAIN EXPLORATIONS
IN HUNAN.

The following interesting account of
mountain exploration in Hunan is written by
a correspondent of the N. C. Daily News—

Kengchow, 22nd June.—Recognising the
importance of finding a cool resort from the
summer heat, whither tired and physically
depressed workers in Central and Southern
Hunan might repair, and feeling especially the
importance of opening a way of retreat, in
case a foreigner should be taken seriously ill in
the teeming, stifling heat of a Chinese summer,
in a Chinese city, when the most urgent indica-
tion is at once to remove the patient to a purer
and cooler atmosphere, I made up my mind to
make a rapid exploration of the high mountains
which are situated some ten or twelve miles to
the westward of Hengshan, and known as the
Nanyuehan, and among the Chinese a very
famous and sacred range.

I have come back from my excursion, feeling
that there is a future for these hills as a
sanatorium for foreigners, but feeling also that
a lot of work will have to be done before that
can be accomplished. I cannot see how there
could be any immediate occupation that would
be connected with health and comfort. The
only dwellings on the mountains are the
Buddhist temples, and of these there are many,
but they are so damp and dark and filthy as to
be beyond adaptation into the healthy and
sanitary conditions required by Europeans, or
only so at such an expense as to make it not
worth while. I found the floors were of damp,
often wet mud; the roofs leaky; the walls very
dirty; the windows usually of tattered paper,
and vermin rife. The central part of each
temple, too, was taken up by the large gilt
buddha, before and behind which, at intervals,
both day and night, is kept up the exor-
cising beating of the gongs, and the
incantations of the priests. This, as I found
by experience, is anything but conducive to
undisturbed slumbers.

I think, however, I will give you a few extracts
from my Diary, to show you how these few days
on the hills were passed.

Monday, 18th June.—In a small native boat,
bound for Hengshan, Left Hengchow at 4 p.m.,
and now fast slipping down river. An off to
explore the Nanyuehan, my first object being to
find out the possibilities of the place as a health
resort and a place of refuge from the heat in
cases of sickness. In a case of emergency, Kuliang
would be out of the question. The distance
being too great, and the first part of the journey,
from these regions at any rate, having to be
undertaken in the ordinary native boat with all
that entails.

Tuesday, 17th June.—Reached Hengshan at 3
a.m. and got on shore. Here there was some dis-
cussion as to the route to be taken. At last I
decided to go on foot. I had heard that the
country people are a little dis-
turbed, and I had heard that certain roughs in
the neighbourhood of the hills had lately been
practising Boxer antics. However this may be,
two small officials and ten soldiers were sent to
escort me. A chair was provided for me which
as it happened I hardly used at all. One official
went in a chair and the other rode his pony.
By 10 a.m. we got off and made a good journey
across the plain through some 10 or 12 miles of
beautifully rich and fertile green fields with
fences and the fields of young rice. I rode part
of the way on the official's pony and he used my
chair. About 2 o'clock we arrived at the town of
Nanyuehan at the foot of the mountains. Here I
had a long talk with the officials who did not wish
me to attempt the mountain that day, but I was
determined to push on and they gave in. In
spite of this and several such like contents with
the officials, we got on very well together and
on the whole I found them to be very pleasant
and intelligent young fellows. We got off
about 3 o'clock and the ascent of the mountain
began almost immediately. A chair was sent
for me, but I did not use it either to go up or to
come down. Indeed the ascent was so steep
that no one used chairs, or very little.

All the way up the mountain is a fine granite
paved way, some four or five feet in width, and
forming steps all the way up to the top. The
whole forms a magnificent stone staircase on a
gigantic scale, well and evenly laid, and far
surpassing the stone stairway up to Kuling.
The steps were sometimes cut out of the solid
rock of the mountain side. The great hills
all around with the deep gorges in between are
very fine. But it was a tremendous toil to get
on, up and up and up, till everyone was aching
and groaning. We went on, however, till dusk,
and put up at one of the numerous temples
which line the whole way up. We had done a
good deal more than half the mountain, so I
retired, feeling satisfied that the book of the
work had been broken. The old priest turned out
and let us have his room, for which I felt
very grateful, though it was a little place. By
the end of the night, however, and morning
next, however, I passed a good night—disturbed
only by the fulfilment of the mountain, and the incantations
of the priest, which broke the stillness of a
lovely moon-light night on the mountains.

Wednesday, 19th June.—We reached the top
of the hill about 10 a.m. Had intended to stay
up here a day or two, but the temple is quite
unlivable being infested by a disgusting insect
emitting a peculiarly horrid and sickening
smell, inasmuch that one is turned against his
food. The creature is of a white shape, from
one to two inches long, and of a thick, waxy
consistency about like a beetle. I have seen this
creature in Kuling in ones and twos, but in
this temple they are all over the place, piled
thick on each other on the walls and window
frames, thousands and myriads of them. Even
the Chinese soldiers and others who have come
up with me, cannot stand the smell (though
one generally hears the expression that "the
Chinese have no nose"), though the forty
priests who live in the temple are evidently
quite used to the smell and do not appear to
notice it. So I shall first try to swallow
some food, and be off down the hill again
this afternoon. I now know what the mountain
is like, and quite see that for several reasons this
mountain is out of the question as a health resort;
for the temple, reeking damp and full of insects
and idols, are abominably filthy, and cannot be
converted into decent quarters where a Euro-
pean, and especially a sick European, could live.
But even if one could build one's own bungalow
anywhere, there is one thing that the European
cannot stand, and that is that during the summer
months, and especially the eighth month, the
people come up from the plain in thousands and
tens of thousands to worship the idols in the
temples, return thanks for blessings supposed to
have been due to their influence, and beseech
favours at their hands. That is the meaning
of the fine road leading from foot to summit
of this famous mountain. One of the
officials tells me that during the eighth month
the whole road is just packed with the pilgrims
who have come from all parts. They worship
before each idol, all the way up, passing on from
temple to temple. A foreigner on the mountain
at such a season would have a lively time, I
imagine. But perhaps there are other hills
that would serve the purpose; this is but one
hill out of a big range. To-morrow I will try
in a different direction. The mountain tops are
now so invested in clouds that I cannot get the
magnificent view of the range and of the sur-
rounding country that I am sure I would other-
wise have had. Later I pounded down the

mountain side at a great rate so that my noble
escort could not keep up with me. Got to the
bottom about 3.30 p.m. Have now got up at a
temple at the foot of the hill.

Thursday, 19th June, 8 p.m.—By light of
candle, in dirty, mud-floored room, in a small
temple, top of a mountain, I started from
the temple at the base of the Nanyuehan
about 11 a.m., having been detained by heavy
rain. Had the same pony and took a new road,
which after some miles of wandering between
paddy-fields, gradually began to ascend between
the hills. The pony scrambled up nobly for a
time, but pegged out before very long, so I had
to walk. It soon became a fearful struggle, and
there was a good deal of the shewing of the end
of bitterness as we toiled upwards. The road
followed a very fine chert stream all the way
up, with fine waterfalls tumbling over the rocks.
The hills all around, clothed in bamboo, etc., make
a very beautiful scene. At last we got over the
saddle of the range, and then began a down-
ward scramble on the other side. After a while
we got to a temple, surrounded by beautiful
trees and bamboos, and quite romantic for
situation. I rested here, and drank native tea
as usual, and then went on a little farther down
the mountain side, following a fine stream and
under lovely trees. Got to the place
where I wrote this, and where I am going to
pass the night. It is a beautiful spot and cool,
and might do well for a holiday as far as situa-
tion and scenery go, but it has its drawbacks.
There are several houses grouped together here
and all are very poor tumble-down places, and
could hardly be adapted to foreign use. Rice
is cultivated in small terraces, even at this high
altitude, the water from the fields draining into
the central stream, and thereby polluting it.
Another drawback that obtains under the
present conditions of things is the necessity of
having to put up with great numbers of Chinese
braves always hanging around and watching
your every action. Am feeling more and more
that these hills do not offer that promise that
I had hoped to find in them—that is, I mean,
for the present, and the immediate future. I
reached here faint and weary; got some food
about 7 p.m. (having had nothing at all to eat
since breakfast) and am now about to turn in.

Friday, 20th June.—It was raining hard on
the hill-top this morning and officials and
everyone did not at all like the idea of going
down in the rain, and tried to persuade me not
to go. I said I must get to Hengshan that
day and started off, and they followed. It was
hard work coming down the hill, with the
dashing rain and the road converted into a
stream, but we got down at last, and after the
few miles of plain reached the town of
Nanyuehan. About 3.30 p.m. we were off again, and
reached Hengshan about 7 o'clock. We must
reach Hengshan to-morrow.

Saturday, 21st June.—Got in at last after a
tired day of 40 or 50 miles along a terrible road,
swamped in parts by the recent rain, and in
parts thick with mud. We started at 7 a.m.,
and got in at 7.30 p.m., and were there 12 hours
on the road. I was pretty well done up, but
glad to have accomplished my mission. I feel
that much will yet have to be done before a
sanatorium can be established on these hills.
A great deal more exploring will have to be
done to find the best locality. The mountains
are very high, I should judge about the same
height as the Kuling mountains, and the range
very much more extensive, and I feel sure that
there must be suitable valleys on the mountain-
tops such as we have at Kuling, and if only the
road could be spared to thoroughly explore the
range.

I venture to offer this as my first small con-
tribution towards the opening up of this
important question, hoping that others in
Hunan may be induced to take the matter up,
and that we may work together for the common
good in attempting to open up, for the use
of foreigners, this magnificent range of mountains,
and thus provide a Kuling for Hunan.

C. LAZARUS & CO.

60 & 61, BENTINCK STREET,
CALCUTTA.

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INDIAN BILLIARD TABLE.

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THE AMERICAN SYSTEM

DENTISTRY

DR. M. H. CHAUN,
33, DES VEAUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [688]

MR. OHADWICK KEW

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

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Hongkong, 19th March, 1902. [7688]

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TERMS VERY MODERATE

Consultation Free.

Hongkong, 23rd September, 1891. [689]

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NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resistant.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12 CARTRIDGES.

Loaded with With Powder
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Primrose Cases . . . \$6.25
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5 per cent. discount on orders of 1,000 and over.

Apply to—
WM. SCHMIDT & CO.,
Gunsmiths,
Hongkong, 3rd July, 1892. [689]

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MITSUI BUSSAN KAISHA
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INSURANCES

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security . . . \$252,719
Total Losses Paid . . . \$26,769,249

THE Underigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 22nd July, 1902. [1927]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Underigned AGENTS of the above
Company are PREPARED to ACCEPT FIRE
and Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 20th May 1895. [1927]

PHENIX FIRE OFFICE.

The Underigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [1927]

NOTICE.

WE have This Day been appointed
AGENTS of the MANCHESTER
ASSURANCE COMPANY, and are prepared
to accept Risks at Current Rates.

ALEX. ROSS & CO.,
Agents.
Hongkong, 1st July, 1902. [1929]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [1929]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LE-CHAPPEL.

THE Underigned, having been appointed

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.	P. & O. S. N. Co.	On 2nd August, at Noon.
LONDON, &c., VIA PORTS OF CALL.	SARFEDON	Brit. str.	—	A. F. Street	BUTTERFIELD & SWIRE	On 2nd August, at Noon.
MAISELLES & LONDON	MALACCA	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On 2nd August, at Noon.
LONDON, VIA SUEZ CANAL	BENLAWERS	Brit. str.	—	H. Webster	GIBB, LIVINGSTON & CO.	On or about 31st inst.
LONDON, VIA SUEZ CANAL	GLENTURRET	Brit. str.	—	H. Webster	McGREGOR BROS. & CO.	On 16th August.
LONDON & ANTWERP	UNISES	Brit. str.	—	H. Webster	BUTTERFIELD & SWIRE	On 16th August.
LONDON & ANTWERP	TELEMACUS	Brit. str.	—	H. Webster	BUTTERFIELD & SWIRE	On 16th August.
LONDON & ANTWERP	ANTHEUS	Brit. str.	—	H. Webster	BUTTERFIELD & SWIRE	On 16th August.
LONDON & ANTWERP	DARDAIUS	Brit. str.	—	H. Webster	BUTTERFIELD & SWIRE	On 16th August.
LONDON & ANTWERP	PYRHIUS	Brit. str.	—	H. Webster	BUTTERFIELD & SWIRE	On 16th August.
MAISELLES, LONDON, & ANTWERP, &c.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 16th August.
MAISELLES, LONDON, & ANTWERP, &c.	ANNAM	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 16th August.
BREMEN, VIA PORTS OF CALL.	SILESIA	Ger. str.	—	W. Franke	MELOCHERS & CO.	On 16th August.
HAYRE & HAMBURG	AMERICA	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINIE	On 16th August.
HAYRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 16th August.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 16th August.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	—	Mayor	HAMBURG-AMERIKA LINIE	On 16th August.
HAYRE & HAMBURG	PREIBURG	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 16th August.
TRIESTE, &c., VIA SINGAPORE &c.	TIOLO	Aus. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 16th August.
TRIESTE, &c., VIA SINGAPORE &c.	CHINA	Aus. str.	—	Mosca	SANDER, WIELER & CO.	On 16th August.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 16th August.
NEW YORK VIA SUEZ CANAL	INDRAMAYO	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 16th August.
NEW YORK VIA SUEZ CANAL	BENLAWERS	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 16th August.
NEW YORK	COMET	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 16th August.
NEW YORK	VERONA	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 16th August.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	—	F. F. Bement	SHEWAN TOMES & CO.	On or about 15th August.
VAACOUVEL, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Movatt	CANADIAN PACIFIC R. CO.	On 26th inst.
VAACOUVEL, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	K. Archibald, R.N.	CANADIAN PACIFIC R. CO.	On 26th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	CLAYBING	Brit. str.	—	D. Barton	DOUGLAS LAFRAIE & CO.	On 26th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TOKA MARU	Jap. str.	—	H. Christensen	NIPPON YUSEN KAISHA	On 26th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 26th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 26th inst.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	—	Craven	PORTLAND & ASIATIC S.S. CO.	On 26th inst.
AUSTRALIAN PORTS.	TAIYUAN	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 26th inst.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst.
MOJO, KOBE & YOKOHAMA	TSINAN	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 26th inst.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 26th inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI	CANTON	Brit. str.	—	G. F. Lockwood, R.N.	P. & O. S. N. Co.	On 26th inst.
SHANGHAI	CHURAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 26th inst.
SHANGHAI	POLYNESIAN	Brit. str.	—	Challenger	MESSAGERIES MARITIMES	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	Ger. str.	—	H. Blocker	MELOCHERS & CO.	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAIGO MARU	Jap. str.	—	T. Kitano	YAMAGUCHI KAISEN KAISHA	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANPING MARU	Jap. str.	—	G. Sakano	YAMAGUCHI KAISEN KAISHA	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KIKIANG	Jap. str.	—	G. Sakano	YAMAGUCHI KAISEN KAISHA	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAIDU MARU	Jap. str.	—	T. Saito	YAMAGUCHI KAISEN KAISHA	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KASHING	Jap. str.	—	Robson	DOUGLAS LAFRAIE & CO.	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KAIPOSO	Brit. str.	—	G. S. Weigall	BUTTERFIELD & SWIRE	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	G. S. Weigall	BUTTERFIELD & SWIRE	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	Tate	JARDINE, MATHESON & CO.	On 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUM	Brit. str.	—	E. W. Almond	SHEWAN TOMES & CO.	On 26th inst.
SINGAPORE, PENANG & CALUTTA	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID BASSOON & CO. LD.	On 26th inst.
SINGAPORE & BOMBAY	PERIN	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	On or about 30th inst.

SHIPPING.

ARRIVALS.
July 20, HEATHCOTE, British steamer, 2850. Mailer, Wellington 24th July. Coal.
LAWSON, WEGENER & CO.
July 20, KASHING, British steamer, 1216. MacKenzie, 10th July. Sugar.
BUTTERFIELD & SWIRE.
July 2, RICHMOND CASTLE, British str., 3005. F. McDowell, New York and Manila 17th July. General.—DODWELL & CO. LD.
July 2, CHUNSHAN, British str., 1282. W. Sinclair, Bangkok 15th July. Rice and General.—BRADLEY & CO.
July 2, DIAMANT, British str., 1374. H. Roger, Saigon 17th July. Rice.—SHEWAN TOMES & CO.
July 21, GLENN, British str., 2340. R. A. Donaldson, Singapore 15th July. General.
McGREGOR BROS. & CO.
July 21, LITTON, German str., 1231. Lehmann, Shanghai 17th July. General.—SIMPSON & CO.
July 21, SISHAN, British str., 503. Allen Jones, Saigon 10th July. Rice and Mail.—BRADLEY & CO.
July 21, WHANGA, British str., 1160. Lawrie, Shanghai 15th July. General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
21st July.
Evos, Norwegian str., for Hongkong.
Higawa, British str., for Canton.
Higawa, French str., for Hongkong.
Idzumi Maru, Japanese str., for Kobe.
Kochi Maru, Japanese str., for Moji.
Lokang, British str., for Canton.
Lugot, German str., for Hongkong.
Lugot, German str., for Canton.
Lugot, German str., for Hongkong.
Lugot, German str., for Canton.
Lugot, German str., for Hongkong.
Lugot, German str., for Canton.
Lugot, German str., for Hongkong.
Lugot, German str., for Canton.

DEPARTURES.

20th July.
HAICHING, British str., for Swatow.
21st July.
DAIJI MARU, Japanese str., for Swatow.
Eva, German str., for Hongkong.
Higawa, French str., for Hongkong.
Kachidani Maru, Japanese str., for Moji.
Lokang, British str., for Canton.
Lugot, German str., for Hongkong.
Lugot, German str., for Canton.
Lugot, German str., for Hongkong.
Lugot, German str., for Canton.

VESSELS IN DOCK.

21st July.
ASKEWEN DOCKS.—
Kowloon Dock.—H.M.S. Wicera, Dynamometer, Tugboat, Zofu, Michael Johnson, Healy.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Diamond*, from Manila 17th July, had moderate S. and W. winds throughout.
The British steamer *Gleadow*, from Singapore 15th July, had moderate winds and fine, clear weather.
The British steamer *Whampoa*, from Shanghai 14th July, had light wind and fine weather throughout.
The British steamer *Sinhan*, from Saigon 16th July, had light to moderate southerly wind with fine weather throughout.
The British steamer *Chunshan*, from Bangkok 15th July, had moderate S. and S.W. winds and fine, clear weather, smooth sea.
The British steamer *Richmond Castle*, from New York and Manila 17th July, had moderate to fresh southerly winds and cloudy, squally weather.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 22nd inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIE & CO., General Managers.

Hongkong, 19th July, 1902. [1902]

FOR SINGAPORE, PENANG AND CALUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 22nd inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID BASSOON & CO. LD., Agents.

Hongkong, 19th July, 1902. [1902]

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU."

3,576 Tons.

Captain Tabe, will be despatched for MANILA on FRIDAY, the 26th inst., at Noon.

Magnificent Accommodation, Comfortable Cabin, Excellent Table, Unrivaled Speed, Electric Light, Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSHEN KAISHA, Agents.

Prince's Buildings, 100 House Street, Hongkong, 22nd July, 1902. [1902]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's accelerated line to Trieste).

THE Company's Steamship

"TIROL."

Captain von Bretfeld, will be despatched as above on TUESDAY, the 26th inst., at Noon.

For information as to Passengers and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 22nd July, 1902. [1902]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENTURRET."

Captain R. Webster, will be despatched as above on SATURDAY, the 16th August.

For Freight, apply to McGREGOR BROS. & CO., Agents.

Hongkong, 22nd July, 1902. [1902]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU	NAGASAKI, KOBE and YOKO.	FRIDAY, 25th July, at Noon.
H. Fraser	HAMA	at Noon.
KAWACHI MARU	MAISELLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 26th July, at DAYLIGHT.
J. S. Thompson		
TOKA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE, & YOKOHAMA.	MONDAY, 28th July, at 4 P.M.
H. Christensen		
HAKATA MARU	KOBE and YOKOHAMA.	FRIDAY, 1st August, at DAYLIGHT.
F. L. Sommer		
YAWATA MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND.	SATURDAY, 2nd August, at Noon.
A. E. Moses		
KAGA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 11th August, at 4 P.M.
J. W. Ekstrand		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Charter Road.

A. S. MIHARA, Manager. [9]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN" Comdr. H. Movatt SATURDAY, 26th July

R.M.S. "EMPEROR OF CHINA" Comdr. R. Archibald, R.N. WEDNESDAY, 28th Aug.

R.M.S. "EMPEROR OF INDIA" Comdr. D. P. Marshall, R.N. WEDNESDAY, 27th Aug.

R.M.S. "TARTAN" Comdr. E. Beetham, R.N. WEDNESDAY, 14th Sept.

R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N. WEDNESDAY, 24th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Estate tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENES through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Stowage.

The "TARTAN" takes First Class and Stowage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 15 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Fodder's Street.

Hongkong, 22nd July, 1902. [1902]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHT-DAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

TEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAYRE and HAMBURG	On 30th July. Freight and Passengers.
Capt. Bahle	(Calling at Singapore and Colombo)	
AMERICA	HAYRE and HAMBURG	On 14th Aug. Freight.
Capt. Ehlert	(Calling at Singapore and Penang)	
C. FERD. LAEISZ	HAYRE and HAMBURG	On 28th Aug. Freight.
Capt. Fuchs	(Calling at Singapore and Colombo)	
KONIGSBERG	HAYRE and HAMBURG	On 10th Sep. Freight and Passengers.
Capt. Mayer	(Calling at Singapore and Penang)	
ANDALUSIA	HAYRE and HAMBURG	On 24th Sept. Freight.
Capt. von Dohren	(Calling at Singapore and Colombo)	
PREIBURG	HAYRE and HAMBURG	On 8th Oct. Freight.
Capt. Proeb	(Calling at Singapore and Penang)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MAISELLES and MALACCA	—	Noon, 25th July	Freight or Passage
LONDON	A. F. Street	July	
SHANGHAI	CANTON	About 26th July	Freight or Passage
	C. F. Lookstone, R.N.	July	
SINGAPORE and PENANG	—	About 30th July	Freight only.
BOMBAY	W. B. Palmer	July	
SHANGHAI	CHURAN	About 1st August	Freight or Passage
	C. L. Daniel	August	

LONDON, &c., VALETTA, Noon, 2nd August. See Special Advertisement.

* Calling at Penang and Colombo if sufficient inducement offered.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 21st July, 1902. [1902]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

IN CONNECTION WITH			
NORTHERN PACIFIC RAILWAY COMPANY.			
Steamer.	Tons.	Captain.	Proposed Sailing.
CLAYBING.....	3,928	D. Barton	July 22nd
DEER OF FIRE.....	3,851	J. S. Cox	August 2nd
YACOBIA.....	3,526	A. Dyer	August 9th
TACOMA.....	2,911	A. Dyer	August 23rd

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DUE
GLASGOW and LIVERPOOL...	"ANTENOR".....	On 31st July.
GLASGOW and LIVERPOOL...	"DARDANUS".....	On 28th August.
GLASGOW and LIVERPOOL...	"PHOTHEUS".....	On 14th August.
GLASGOW and LIVERPOOL...	"PYREHUS".....	On 20th August.
GLASGOW and LIVERPOOL...	"ANTENOR".....	On 28th August.
GLASGOW and LIVERPOOL...	"JASON".....	On 3rd September.

FOR	HOMEWARDS	TO SAIL
LONDON.....	"SARPEDON".....	On 22nd July.
LONDON.....	"ULYSSES".....	On 28th August.
LONDON and ANTWERP.....	"TELEMACHUS".....	On 14th August.
LONDON.....	"ANTENOR".....	On 2nd September.
LONDON.....	"DARDANUS".....	On 16th September.
LIVERPOOL DIRECT.....	"PYREHUS".....	On 20th September.

(Taking Cargo at London, Liverpool, and Antwerp.)
The S. S. "SARPEDON" left Shanghai on the 17th inst. for Foochow, and is expected here on 21st inst. to load for London.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

Hongkong, 15th July, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, and SHANGHAI.....	"KASHING".....	On 22nd July.
MOJI, KOBE, and YOKOHAMA.....	"ULYSSES".....	On 28th August.
AMOI and SHANGHAI.....	"TSINAN".....	On 14th August.
TIENTSIN.....	"KIUKIANG".....	On 20th August.
CEBU and ILOILO.....	"NANCHANG".....	On 28th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, and ADELAIDE.....	"KALFONG".....	On 29th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st July, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW and AMOY.....	"DAIGI MARU".....	SUNDAY, 27th July.
TAMSAI, VIA SWATOW and AMOY.....	"T. KITANO".....	SUNDAY, 3rd August.
ANING, VIA SWATOW and AMOY.....	"MAIDZUBU MARU".....	WEDNESDAY, 23rd July.
FOOCHOW, VIA SWATOW and AMOY.....	"ANPING MARU".....	WEDNESDAY, 30th July.
AND AMOY.....	"G. SAKANO".....	July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class of Lloyd's Steamers. They will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tam-sai to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage, and further information, apply to—

THE MITSUBI BUSSAN KAISHA,
Agents.

Hongkong, 21st July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE, and YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	HONGKONG
"INDRAVALLI".....	3,152	Craven	July 25, 1902
"INDRAPURA".....	3,152	Hollingsworth	Aug. 14, 1902
"INDRAMAHA".....	3,152	Hollingsworth	Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For freight rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN, AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 24th July, 1902, at 1 P.M., the Company's Steamship "ANNAM," Captain Sellier, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 27th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, 16th July, 1902.

FOR NEW YORK.

THE "COMET" is now leading for the above port, and will have quick despatch.
For Freight, apply to
REUTER, BROCKELMANN & CO.
Hongkong, 25th June, 1902.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during its stay in Hongkong Harbour:
ADOLPH OBERG, Amr. barque, S. Amesbury.
Standard Oil Co.
ALLAN OBERG, Amr. barque, S. Amesbury.
Standard Oil Co.
EVIL J. RAY, American barque, Kasten.
Sander, Wisler & Co.

UNITED STATES AND CHINA-JAPAN S.S. LINE.
REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.
TO NEW YORK (VIA SUEZ CANAL).
The following Steamers will be despatched as above, at monthly intervals, carrying Cargo at current rates:
PROPOSED SAILINGS FROM HONGKONG:
S.S. "INDRAMAHO"..... 15th Aug. 1902.
S.S. "INDRAMAHO"..... 15th Sept. 1902.
S.S. "INDRAMAHO"..... 15th Oct. 1902.
For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 15th July, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY, 20 DAYS.

Se'oon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS:
"TAIYUAN"..... leaves on 29th July.
"TSINAN"..... " 23rd August.
"CHANGSHA"..... " 2nd September.
"CHINGTU"..... " 29th "

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,

CHINA NAVIGATION CO., LD.

Hongkong, 21st July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902:
"ATHOLL"..... About 31st July.
"LENNOX"..... 14th Aug.
"HEATHBURN"..... 21st Aug.
"RICHMOND CASTLE"..... 7th Sept.
"AFRIDI"..... 20th Sept.
"HILGLEN"..... 30th Sept.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 15th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"VALETTA."
Captain A. G. Cubitt, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY CO.

Steamship	Tons	Sailing
"LYADIS".....	3,783	12th September.
"LYRA".....	4,200	4th October.
"SHAWMUT".....	4,200	23rd October.
"TREMONT".....	4,200	17th December.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For Rates of Freight and further information, apply to—
DODWELL & CO., LD.,
General Agents.

Hongkong, 21st July, 1902.

HONGKONG.

Athenian, British str., 2,440, Mowatt, July 18, C. P. & Co.
Bababerg, Ger. str., 1,378, Beckmann, July 15, East Asiatic Trading Co.
Braemar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited.
Euen Vlas, American str., 275, Ross, July 8, Order.
Chelydra, British str., 1,574, Cox, July 18, Jardine, Matheson & Co.
Chowshan, British str., 1,282, Sinclair, July 21, Dodwell & Co., Limited.
City of Peking, Amr. str., 3,128, Smith, July 18, P. M. S. S. Co.
Clavering, British str., 3,328, Barton, July 17, Dodwell & Co., Limited.
Crown of Arragon, British str., 1,474, Dorward, May 13, Gilman & Co.
Decima, German str., 794, Schalkier, July 18, Sander, Wisler & Co.
Danzon, Ger. str., 1,157, Kampel, July 19, Melchers & Co.
Danzon, British str., 1,256, Roger, July 21, Shevan, Tomes & Co.
Duke of Fife, British str., 2,416, Cox, July 19, Dodwell & Co., Limited.
Elsa, German str., 1,702, Schonwandt, July 17, Jebsen & Co.
Gaelic, British steamer, 4,206, Finch, July 20, O. & G. E. N. Co.
Glenavoy, British str., 3,646, Donaldson, July 21, McGregor Bros & Co.
Hailan, French str., 377, Andersen, July 17, A. B. Marty.
Hangsang, British str., 1,356, Wilde, July 17, Jardine, Matheson & Co.
Hanoi, French steamer, 742, Merlees, July 18, A. B. Marty.
Heathorn, British str., 2,870, Muller, July 20, Lauts, Wegener & Co.
Hinsang, British str., 1,336, Wheeler, July 14, Jardine, Matheson & Co.
Hinsang, British str., 1,040, Selby, July 19, Jardine, Matheson & Co.
Idzumi Maru, Jap. str., 2,301, Horton, July 19, Nippon Yusen Kaisha.
Kashing, British str., 1,128, MacKenzie, July 20, Butterfield & Swire.
Kinkiang, British str., 1,240, Miller, July 17, Jardine, Matheson & Co.
Kowloon, German str., 1,495, Siehr, July 17, Sander, Wisler & Co.
Kumang, British str., 2,076, Buller, July 15, Jardine, Matheson & Co.
Kwangping, British str., 1,243, Blake, July 14, Chinese.
Lightning, British str., 2,122, Spence, July 15, David Sassoon, Sons & Co.

Loksang, British steamer, 878, Lusk, July 17, Jardine, Matheson & Co.

Loongang, British str., 1,092, Weigall, July 19, Jardine, Matheson & Co.

Lyocoon, German steamer, 1,235, Lehman, July 21, Sienassen & Co.

Loyal, German str., 1,006, Weidlich, July 15, Sander, Wisler & Co.

Mathilda, German str., 878, Wising, July 15, Jebsen & Co.

Michael Johnson, Ger. str., 710, Jessen, July 2, Jebsen & Co.

Ness, British steamer, 1,063, Pearl, July 19, Mitsui Bussan Kaisha.

Odo, Norwegian str., 778, Fredriksen, July 20, Sander, Wisler & Co.

Pakshan, British str., 1,235, Reid, May 28, Bradley & Co.

Petchahung, German str., 1,603, Hillmann, July 17, Sander, Wisler & Co.

Petrarch, German str., 1,252, Uecker, July 15, Sander, Wisler & Co.

Quarta, German str., 1,146, Johannsen, July 18, Sienassen & Co.

Radnorshire, Brit. str., 1,375, Bindloss, July 20, Shevan, Tomes & Co.

Rajabari, German str., 1,188, Wendig, July 14, Butterfield & Swire.

Richmond Castle, British str., 3,605, McDowell, July 20, Dodwell & Co., LD.

Romulus, Amr. str., 487, Mardaren, July 15, Standard Oil Co.

Sandakan, German str., 1,374, Fleemann, July 20, Melchers & Co.

Saphir, Norwegian str., 950, Fagerlund, July 8, Carlowitz & Co.

Shakabo Maru, Jap. str., 2,220, Fujita, June 21, Dodwell & Co., Limited.

Shantung, Ger. str., 1,004, Engelhard, July 10, Melchers & Co.

Sishan, British steamer, 845, Jones, July 21, Bradley & Co.

Sithonia, German str., 4,390, Hildebrandt, July 18, Hamburg-Amerika Linie.

Skuld, Norwegian str., 914, Herborn, July 15, Chinese.

Taichow, German str., 868, Johnson, July 19, Butterfield & Swire.

Taishan, British str., 1,121, Jenkins, July 5, Bradley & Co.

Taiyuan, British str., 1,459, Dawson, July 9, Butterfield & Swire.

Thales, British steamer, 820, Robson, July 17, Douglas Laycock & Co.

Thes, German steamer, 934, Ohlerich, July 23, Jebsen & Co.

Toskenkjold, Norw. str., 736, Bruhn, July 19, Sander, Wisler & Co.

Toskenkjold, Jap. str., 3,610, Christensen, July 19, Nippon Yusen Kaisha.

Toskenkjold, British str., 1,460, Lindbergh, July 18, Butterfield & Swire.

Valotte, British steamer, 2,993, Cubitt, July 3, P. & O. S. N. Co.

Victoria, American str., 2,112, Dobson, July 20, Dodwell & Co., Ltd.

Vulcan, British str., 2,207, Carter, July 17, Order.

Whampoa, British str., 1,108, Laver, July 21, Butterfield & Swire.

Yushan, Chinese str., 1,070, Thomson, July 20, Chinese.

Zafiro, British str., 1,611, Ramsay, July 11, Shevan, Tomes & Co.

SAILING VESSELS:
Adolph, Amr. str., 1,006, Amesbury, May 30, Standard Oil Co.
Atlas, American ship, 1,352, McKay, July 14, Standard Oil Co.
Couch, British barque, 3,000, Davis, April 28, Chinese.
Dynamene, British ship, 1,899, Snodden, June 10, Government.
Gravesend, British barque, 518, Boge, June 13, Order.
Kriemhild, Norw. ship, 985, Iversen, June 13, Sander, Wisler & Co.
Leicester Castle, British ship, 2,009, Peattie, Mar. 4, Standard Oil Co.
Lyderhorn, British barque, 2,968, Williams, June 28, Admiralty.
Vale of Don, Sarawak barque, 689, Peterson, July 1, Sander, Wisler & Co.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Vavilovskiy, at Vladivostok.

Alouet, Russian gunboat, 8 guns, 1,200 h.p., Capt. Guinier, at Vladivostok.

Alouet, French cruiser, 300, Lieut. Aoun, at Shanghai.

Amiral Charner, French gunboat, 450 tons, Capt. Bache, at Saigon.

Aunapolis, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at Saigon.

Aspic, French gunboat, 473 tons, 3 guns, 450 h.p., Comdr. Journe, at Saigon.

Bengali, French gunboat, 580 tons, Lieut. Fille, at Pakhol.

Bor, Russian gunboat, 950 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate.

Brooklyn, American (flagship) armoured cruiser, Captain C. C. Todd, at Manila.

Bugeaud, French cruiser, 4,909 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Nagasaki.

Bussard, German cruiser, 1,800 tons, 8 guns, Comdr. von Bassowitz, at Shanghai.

Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Espinay St. Luc, at Saigon.

Comete, French gunboat, Capt. Loeu, in Gulf of Tonkin.

Decade, French gunboat, 690 tons, 6 guns, Capt. Leames, at Chifoo.

D'Entrecasteaux, French flagship, 8,100 tons, 14 guns, 13,500 h.p., Capt. D. du Fournet, at Chifoo.

Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Saigon.

Dimitri Donosky, Russian armoured cruiser, 6,000 tons, 14 guns, 7,000 h.p., Comdr. M. van der Schuerff, at Singapore.

Dia, Portuguese gunboat, 729 tons, Capt. P. d'Assencio, at Hongkong.

Don Juan de Austria, American gunboat, Com. Bowman, at Manila.

Eclair, French gunboat, 8 guns, 2,050 h.p., Capt. Taxis, at Taku.

Eclair, French cruiser, 4,000 tons, Capt. Adam, at Shanghai.

Furest, German flag-ship, Vice-Admiral Bern, 11,000 tons, 38 guns, Capt. Friederick, at Yokosuka.

Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Port Arthur.

Galer, German cruiser, 1,600 tons, 8 guns, Comdr. Hilbrand, at Fusan.

General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. F. Halsey, at Manila.

Grenatichy, Russian gunboat, 1,492 tons, 2 guns, 2,500 h.p., Capt. Smirnov, at Shanghai.

Gronobol, Russian battleship, 12,438 tons, 26 guns, 14,500 h.p., at Port Arthur.

Grichon, French cruiser, 820 tons, Capt. De Surgy, at Saigon.

Habsa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen, at Tientsin.

Helena, American gunboat, 8 guns, 1,908 h.p., Comdr. R. R. Ingersoll, at Manila.

Hertha, German cruiser, 6,100 tons, 30 guns, Capt. Derowsky, at Tientsin.

Ilia, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Schaner, at Manila.

Isla de Cuba, American gunboat, 400 tons, Lieut. W. J. Maxwell, at Manila.

Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.

Jaguar, German gunboat, 300 tons, 10 guns, Comdr. Berger, at Shanghai.

Kaiserin Augusta, German cruiser, 6,311 tons, 20 guns, 14,000 h.p., Capt. Fuglino, at Singapore.

Kentucky, American battleship, 11,500 tons, Capt. G. H. Stockton, at Yokosuka.

Kersaint, French gun-vessel, 3,200 tons, 13 guns, 2,200 h.p., Capt. Gollou, at Haiphong.

Koreata, Russian gunboat, 9 guns, 2,150 h.p., Capt. Norakowsky, at Saigon.

Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Saigon.

Lombardia, Italian cruiser, 2,900 tons, Captain John Boet, at Kobe.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Werthmann, at Canton.

Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Port Arthur.

Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.

Marco Polo, Italian cruiser, 4,883 tons, 31 guns, Capt. Paolo Botti, at Kobe.

Maria Theresa, Austrian cruiser, 5,900 tons, 30 guns, Capt. Cosulich, at Hakodate.

Monachoff, American double-turret monitor, 3,000 tons, 12 guns, 4,050 h.p., Capt. F. F. Glimmer, at Hongkong.

Monocoy, American gunboat, 8 guns, 850 h.p., Comdr. F. M. Wise, at Taku.

Monterey, American monitor, Capt. G. W. Pigman, at Shanghai.

Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Beklemesheff, at New York.

New York, American flagship, 8,200 tons, 24 guns, Capt. M. R. S. Mackenzie, at Amoy.

New Orleans, American cruiser, Lieut. Comdr. Sperry, at Nagasaki.

Nive, French cruiser, 6,000 tons, Capt. Morazzari, at Taku.

Olry, French gunboat, on the Yangtze.

Olejnyj, Russian gunboat, 1,490 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Port Arthur.

Pascal, French cruiser, 14 guns, 5,500 h.p., Capt. Motet, at Cebu.

Pahndier, American gunboat, 240 tons, Capt. J. P. Gilbert, at Manila.

Perseus, Russian battleship, 10,200 tons, Capt. Koroff, at Vladivostok.

Petrel, American gunboat, 4 guns, 1,085 h.p., Comdr. O. C. Cornwell, at Manila.

